Muster

1945

MUSTER

JUNE, NINETEEN FORTY-FIVE

MASSACHUSETTS MARITIME ACADEMY

HYANNIS, MASSACHUSETTS

To our Superintendent:

Captain Claude O. Bassett was appointed to the United States Naval Academy in 1903 from which he was graduated with the Class of 1907. After serving on the USS CHICAGO, ST. LOUIS and CHARLESTOWN he resigned from the Navy.

Re-entering the service in 1917, he served as aide to Admiral Coontz, Commandant of the 13th Naval District at Bremerton, Washington. Later he was ordered to the USS IDAHO as Watch and Division Officer, and then to the USS COLUMBIA as Senior Engineering Officer.

On being released from active duty he joined the Babcock and Wilcox Company, but continued to be active in the Naval Reserve, serving the greater part of the time as Commanding Officer of the Second Division, First Naval District.

He returned to active duty in October, 1941, being assigned to the First Naval District Headquarters, with additional duty at the Massachusetts Maritime Academy, and ordered to that duty by the Chief of Naval Personnel.

. . . . . It is to this man who has given the Academy leadership, and the example of a true officer and gentleman; that We, the Class of June, 1945 respectfully dedicate this book.

Members of the Class of June 1945.

It is with sincere regret and pride that the Superintendent and his staff wish you well and farewell. Regret, at having to lose your splendid enthusiasm, cooperation and accomplishment. Pride, for having had a hand in assisting you toward your goal of becoming officers and men.

Your life here at the Academy as Midshipmen imposed many restrictions on your liberties and demands on your efforts. These were designed to prepare you for the sacrifices and the efforts you will be called upon to make in your capacity as officers in the Merchant Marine and the Navy.

The splendid record of the graduates who have preceded you may well be taken as a forecast of the success which will one day be yours. Your training here has been basic and fundamental. The careers which you will build upon it depend in a large measure upon those qualities which have ever been characteristic of the best leadership in America, namely: high moral character, personal integrity, perseverance, initiative, courage, loyalty, and the will to succeed.

Your actions, your thoughts, and your efforts can be a tremendous influence in helping to mould the kind of world for which we are fighting. Keep your sense of humor and balance. Be tolerant, be fair.

We are confident that you have what it takes.

And now—farewell, good fortune, and God speed; both for the duration and the more difficult time there is to follow.

C. O. BASSETT, Captain, USNR
Superintendent

HIS EXCELLENCY, MAURICE J. TOBIN

Governor of Massachusetts

BOARD OF COMMISSIONERS

JOHN W. DOWNS

THEODORE L. STORER

ARTHUR M. WIGGIN

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CAPT. NORMAN L. QUEEN, USMS, Supervisor of State Maritime Academies, War Shipping Administration.

LT. COMDR. FREDERICK S. WALKER, USCG, Merchant Marine Inspector-in-Charge, Marine Inspection and Navigation, U. S. Coast Guard.

CAPTAIN A. M. MOORE, U.S.N.R.
Skipper of the Training Ship "American Pilot"

COMMANDER L. C. KEATING, U.S.N.R.
Executive Officer, "American Pilot"

"But men and officers must obey, no matter at what cost to their feelings, for obedience to orders, instant and unhesitating, is not only the life-blood of armies but the security of states; and the doctrine that under any conditions whatever deliberate disobedience can be justified is treason to the commonwealth."

Henderson's Biography of
Stonewal Jackson ·

FACULTY . . .

COMMANDER J. W. THOMPSON, M.M.A.
Executive Officer

COMMANDER F. E. MANUEL, M.M.A.
Chief Engineer

Lieutenant Commander R. T. Rounds, U.S.N.R.
Navigation & Seamanship

Lieutenant Commander W. G. Driscoll, U.S.N.R.
Communications

Lieutenant Commander E. A. Ellis, U.S.N.R.
Electricity

Lieutenant Commander W. G. Connors, U.S.N.R.
Seamanship, Marine Law, Ship Construction

Lieutenant C. B. McMullen, U.S.N.R.
Navigation, Naval Science, Mathematics

Lieutenant J. F. Elliot, U.S.N.R.
Naval Science & Tactics

Lieutenant A. E. Small, M.M.A.
Steam Engineering

Lieutenant T. T. Lingham, U.S.N.R.
Steam & Electrical Engineering

Lieutenant I. A. Gwinn, U.S.N.R.
Diesel Engineering

Lieutenant G. L. Roscoe, U.S.N.R.
Cargo Stowage & Marine Law

Lieutenant D. F. Martin, U.S.N.R.
Naval Science

Lieutenant G. Moore, U.S.N.R.
Engineering

Lt. (IG) H. C. Benoit, M.M.A.
Steam Engineering

Ens. J. F. de Pourtales, U.S.N.R.
Seamanhip, Marine Law, Naval
Administration, Communications

Boatswain A. G. Brenner
Practical Seamanship

Chief Gunner
H. F. Scisinger,
U.S.N.R.
Naval Science
& Gunnery

R. W. Greenleaf
Principal Clerk

THOSE WHO GAVE THEIR LIVES THAT FREEDOM MIGHT LIVE

DECEMBER 7, 1941 TO ——

ALLEN, D. G., '39
ALTHER, G. W., '39
AUDITORE, C. J., '41
BROUILLET, A. L. '30
BURKETT, L. A., '39
COOPER, R. A., '38
CONNORS, B. E., '31
DOELL, C. H., '40
DOUGHERTY, A. L., '42
DUFFY, G. W., '41
EVERS, R. A., '18
FARRELL, A. H., '42
FINUCANE, M. J., '28
GALLISON, R., '37
GIETEK, J. S., '37
GRIFFIN, O. J., '20
MADDEN, C. J., '02
MALONE, E. S., '40
MAIHIOT, E. E., JR., '30
MEISNER, W. B., '30
PARSONS, D. R., '43
ROSE, J. P., '37
ROWE, R. L., '31
SHERIDAN, R. H., '17
SHERSHUN, A., '42
SUBOCZ, J. T., '42
SULLIVAN, L. T., '17
SMITH, J. J., '43
SWEENY, N., '40
SZTUCINSKI, W. J., '34
TROWBRIDGE, H. W., '41
WHITTIER, C. R., '30
WOODWARD, J. E., '30

We regret that this is an incomplete record of the alumni dead.

THE FIRST TO DIE

I'm beginning to wonder who'll be here
When time travels on to another year,
To recall our "goldbrickin'," and the hell we caught,
And the lads whom we ate with, slept with, and fought.
Will all the boys of forty-two,
Still be alive when this year is through?
Will they all be back for the usual beer
At the same old tavern, this time next year?
Now everyone's full of the joys of life,
Away from the roars and the rumbles of strife,
But in a month or two, the same bunch of guys
Will be sailing in blackouts, 'neath war torn skies.
And if we're around at the end of this war,
We'll see soldiers and sailors with medals galore.
But we'll hear no word of the Merchant Marine,
Or the cries of the boys who were scalded by steam.
So while still alive, let's all drink a toast
To the land we love best, and the one we love most.
Then all you cadets, hold your glasses high,
And here's three cheers for **the first to die!**

"The First to Die," was written by Cadet James W. Schofield. Ironically, Cadet Schofield, Class of '42, was the first to die.

". . . Having been appointed an officer in the United States Naval Reserve, I do solemnly swear (or affirm) that I will support and defend the constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter: so help me God.

Oath of Allegiance

GRADUATES . . .

LESLIE D. AITKEN

"Les" "Norby"

18 Woods Avenue, Somerville

2/c Petty Officer
1/c Gunners Mate
Drill Team
Rowing Crew
Rifle Team

An exception to the rule, "Once a soldier always a soldier." He would take late studies at the slightest hint of a test on the morrow. Would not go out of his way to impress anyone, and his good deed a day was done quietly and without ostentation. On a return trip to Hyannis, he was found bleeding and unconscious on the Plymouth Road. Spends spare time reading such current best-sellers as "Dutton", "Bowditch", and "Wims".

"Times Square here I come."

JOHN O. ATTAYA

"Omar" "Bruce"

14 Grew Avenue, Roslindale

1/c Petty Officer
Football
Rowing Crew
Show on Pilot
Full and By
1945 "Muster"

A natural leader. . . . dashing debonair. Possesses ability to talk himself out of anything. Quick to acclimate himself to a new situation, he is cool in a crisis. Never talks behind his classmates' backs. . . . perhaps the secret of his popularity. Driver of the "Omar Caravan"

Bruce spent the better part of his senior cruise losing sleep over his latest brain-child. . .1945 Muster.

"Bring on the dancing girls."

RICHARD E. BLINN

"Errol"

15 Blaisdell Street, Haverhill

Drill Team

Faithful student and capable engineer. Dick took an active part in all the extra-curricula activities in #5 compartment. . . He was one of "Daddy's" favorite boys—"But I've got to get that tool box!" . . . Achieved early recognition as a young man when assigned the suggestive cognomen of "Erroll".

JOSEPH L. BOUDREAU, JR.

"Frog"

66 Grove Street, Pittsfield

Basketball

Quiet and reserved, his classmates were unaware of his existence in the Academy for many months. Carries with him an outstanding high school record: president of class, captain of baseball team, and All Western State Basketball Team. Unobtrusive and of an attractive simplicity, Joe is a gentleman.

RICHARD N. BOULTER

"B.C."

38 Mossfield Road, Waban

Battalion Commander
Football
Rowing Crew
Rifle Team
Drill Team
Dance Committee
1945 "Muster"

A leader, capable, ambitious and just, he was the natural nominee for the commandership of the battalion. He is well-liked and the underclassmen would approach him with confidence. Has no airs, but wears his three strips with dignity. An athlete, he was outstanding on the football team and always fought hard. He is sociable and thoughtful. Will be remembered for the campaign for cooperation which he launched when he first rated.

E. GORDON BURLINGHAM

"Burl" "Cisco"

218 Metropolitan Avenue, Roslindale

Company Commander
Rowing Crew
Dance Committee
Drill Team
Rifle Team
1945 "Muster"

Mature, Gordon has a dignity that is a clue to his age. . . Cleverness, intelligence and ambition are assets which will bring him success. . . Remember him and Jake and the "Red River Valley"? . . . "Cisco" is the recognized master of all our "long-letter writers" and pipe collectors. . . At last report, he and "Jim" Morris were contenders for the heavy-weight title aboard ship.

JOHN A. CANFIELD

"Jack" "Crash Dive"

113 Elm Street, Worcester

"Take her down to thirty" . . . Having a vivid imagination and a flair for the dramatic ,"Crash Dive" is, at the worst, an idealist of the first water . . . regular patron of Sick-Bay . . . Jack hopes to someday possess his own Lucky Bag . . . His keen mind should prove to be a valuable weapon in the future.

EUGENE H. CLARK

"Feljo"

37 Woodside Road, Medford

Company Commander

"Aw come on, fellows, reveille's gone" . . . Brilliant student and former Tech jockey, Gene is noted for his sense of values . . . Always heckling the "Owl" . . . The inseparable pair, Clark and Thompson . . . If his efficiency as a Cadet Officer can be taken as an indication of his future, we feel sure it shall be a bright one. . .

ROBERT B. CLUNE

"Stopper" "Cy"

946 Caren Street, Springfield

2/c Petty Officer
Show on Pilot

Makes up for his size by speaking big ideas in a deep voice, which makes him amusing and likeable. Well-groomed, efficient, he is a top student. Famous for his starched shirts and pajamas, gaping classmates ask, "Who does your laundry, Bobbie?" Indifferent to the opposite sex, he plays the field casually and coolly. His aptitude and self-confidence are his greatest assets.

CHARLES G. CONNOR

"Swing Out" "Morpheous"

1020 Dwight Street, Holyoke

Baseball
Basketball

"But I've got to swing out" . . . this heralds the approach of Charles Connor . . . A social lion and born athlete, "Swing Out" has caused many a feminine heart to palpitate . . . His many assets assure him success . . . Charlie's uncanny knack for avoiding labor aided him in acquiring his enviable sun tan on our recent cruise . . . His most vivid memories of N. Y.—that third rail in Parkchester. . .

WILLIAM C. CONWAY

"Scoop"

26 Dunster Road, Jamaica Plain

Football
Basketball
Full and By
1945 "Muster"

Though devoted to his sack, when he is awake he is wide awake. "Give us a few thousand words, Bill." Loves a good time, and has a sincere dread of getting 'tied down' in any way. He is the first to give credit where it is due, and is the last to blow his own horn. Recalls a night in the wheel house when he was caught with a poetry book in his hand (which concealed a racing form). "I was just reading 'The Ancient Mariner,' Sir." Never depressed, always smiling. "When do we get paid?"

WILLIAM J. COUTANCHE, JR.

"Bill" "Bumps"

76 Norwood Street, Everett

1/c Petty Officer
Dance Committee
Show on Pilot

Liberty hound . . . Crooner par excellence . . . Ladies man . . . Bill has a great passion for singing, griping, and cozying off . . . His greatest nemesis—Mr. Connor . . . A graduate of Providence College, he always has a suggestion or solution to anyone's problems . . "Bumps" will always be remembered for his elaborate praparations for our Ships Construction Exams.

PAUL W. COVENEY

"Cove"

31 Fisher Avenue, Newton

Big-hearted, his good nature was often taken advantage of. Best fed guy in the Academy; his room usually resembled a delicatessen. Indifferent to the opposite sex, he was in love . . . with a car. Gets Christmas presents in July, and has excellent "contacts" in Greenwich Village. . . . "And the next thing I knew we had a flat."

ROGER M. CUNNIFF

"Alf" "Roy"

50 Guernesy Street, West Roxbury

1945 "Muster"
Show on Pilot

"Eat, drink and be merry for tomorrow you may die," is his code of living. Massacres with unintended savagery "You are my sunshine". A longshoreman in the days of yore, he had a good background for the sea life he intends to follow. Outstanding member of the Character Club. . . laugh and the world laughs with him. On arrival to the Academy, he was ambitious and eager to learn, and will be remembered for his active stencile.

JOSEPH P. CUNNINGHAM

"Pat"

38 Augustus Avenue, Roslindale

Company Commander
Baseball
Rowing Crew
Show on Pilot
Full and By
1945 "Muster"

Joseph Patrick, whose mother must have kissed "The Blarney" for him many times, has an amazing faculty for talking himself in and out of any situation. His enthusiasm and ambition destine him for success. An organizer, he usually has the inside dope on any circulating scuttlebutt. Definite Navy material, he maintained top marks. . . Your friend when you need one most.

THOMAS F. DALY

"Wang" "Skipper"

52 Mason Street, Salem

Company Commander

A good combination of brains and brawn he is the top seaman in the class. Is independent and minds his own business. Never borrows but is the first to lend. He shrinks from the glamorous and superficial; is quiet but has a remarkable sense of humor. Abides by the Golden Rule. Disrupts classes with vehement discussions of Sou'westers, trawlers and Gloucester in winter, with his buddy "Oyster."

JOHN O. DerBOGOSIAN

"Derba"

45 Pilling Street, Haverhill

1/c Petty Officer

"The Navigator" . . . a connoisseur on geographical facts, he will ship out till he has circumnavigated the globe . . . efficient and top student. Fell out of a lifeboat one windy day into Lewis Boy . . . is a constant source of laughs. On being introduced to a pretty girl, he will inevitably compliment her by beaming, and saying in a joyful tone, "Well now" . . . Will be remembered for his procrastinations in class—"What is her tonnage? What cargo is she carrying? What is her captain's name?"

JERRY DeVICO

"Freakie"

127 Main Street, Malden

One of the most capable navigators in the class, his willingness to impart his knowledge patiently and with understanding should make him a successful instructor,; can make anyone laugh if he so chooses. Is slow to express opinions and never hesitates to say, "I don't know," if the case demands. Never talks about others maliciously . . . Will be remembered for his heated arguments with his buddy, Cunningham . . . refers to certain people as "donkeys" or "Palookas."

JOSEPH M. DEVINE

"Father"

44 Watt Street, Malden

2/c Machinists Mate
Dance Committee

A man of many accomplishments . . . "Father" Devine must certainly rank among our leading "class characters". Marty has a passion for boisterously upholding the glory of old Erin, and just as boisterously belittling the "chow" (if this is possible) . . . Suffered excruciating pain during the first aid classes . . . Habitué of Greenwich Village. It is said that Marty's cranium contains a potent charge of RDX . . . Industrious student. . .

ARTHUR C. DIAMOND

"Art" "A.C."

153 Florence Street, Melrose

Noted for ability in taking notes and sleeping in grotesque positions . . . Art could always be found peering into his locker, the contents of which, is still a mystery . . . A young man's friend . . . Recently established a perfect vacuum talking to a permanent crewman. . . Success will have to be evasive indeed, to evade this aggressive chap for long. . .

RAYMOND H. DRAPEAU

"Frenchy" "Ray"

195 Pawtucket Street, Lowell

This polished chap will long be remembered for his inimitable "huh-suh" at all musters. . . His fine ideals and practice of them gained our respect. . . Remember Room 31, the open window, and "Frenchy"? . . . Ray is a charter member of the "late study letter-writers club" . . . His complete command of the written and spoken word should attain his goal. . .

JOHN FOGLIA, JR.

"Finger"

531 Chestnut Street, Athol

One of our most unforgetable characters, John "Finger" (you know why) Foglia—the "golfer" extra ordinary. . . He has often reminded us of the "mob" in Detroit; look at him once if you doubt us. . . Industrious, well liked by all, John will make a success at Marine Engineering or anything else he turns his hands to . . . or blow up a plant trying!

RICHARD A. FORSEY

"R.A.F."

22 Ruggles Street, Westboro

Company Commander
Drill Team

With a fearless exterior, the upperclassmen were always on his neck. His spectacular climb from class culprit to company commander proves his ability to succeed in whatever he attempts. His sincere interest in sea life and his natural leadership are accomplished by a sharp wit; his antics are spontaneous and side-splitting. Rarely complains, and took restrictions and punishment in silence. Recalls a time when he was nick-named "Skinhead" and will be remembered for his determination and aggressiveness.

RICHARD C. FULLER

"Dick"

53 Greenfield Street, Brockton

It is rumored that Dick is so cozy that the young men won't know he was an upper-classman until this book is published. . . A diligent student. Dick was rarely seen without his Osborne's (or maybe it was the author's name) . . . He and "the Keg" are fine believers in the good-neighbor policy—Saludos Amigos!

E. DANIEL GALLIGAN

"Smoky" "Danny Boy"

285 Hawthorn Street, New Bedford

Basketball

"But I'm happy!" he said as the upperclassman demanded the explanation of his perpetual grin. Life centers around Suzie. . . Easy going, he is not readily phased. One of most likeable characters to embark from the banks of New Bedford, to know him is a singular experience. Possessing blue eyes of a little boy, he reveals an innate kindness for others which is his greatest virtue. . . "Why am I so handsome." "Boy, do I feel jazzy!"

MILTON D. GOLDBERG

"Goldy"

40 Fair Street, New Bedford

2/c Electrician's Mate

"Is Jere still eating?" . . . Brilliant and congenial of mind is this product of the Whaling City. . . "Goldy" has won the admiration of all for his apparent inexhaustable well of knowledge. . . A ready prankster, he takes great delight in a good natured practical joke. . . It is said that "Goldy" once spent a week in the bilges searching for a rarely used valve. . . Success is certain to be his. . .

KENNETH E. GOTT

"Keg" "Herman" "Field Marshall"

6 Kilsythe Road, Arlington

"Herman" has since anyone can remember been referred to as "Field Marshall" or "Keg" . . . If you can duck fast enough he'll tell you why. . . Has a perfect disposition and his stocky build has brought out the cry on many a morning at reveille "Roll out the Barrell" . . . Serious when the occasion calls for seriousness, but ready when a lark is in the offing. . . He is a good man to have around in any situation.

ROBERT S. GREGG

"Midnight" "Captain Easy" "Mole"

6 Webster Street, Taunton

1/c Petty Officer
Basketball
1945 "Muster"

"It's pronounced Taanton, not Taunton. . . Versatile in every field, Bob is an excellent student with an outstanding character. . . Embittered by his many nicknames, he later became responsible for the "nicknaming" of the class, much to the chagrin of those concerned. . . Although small in stature, he is big in heart and molds together an interesting personality. . . According to his boys Jake, R. J., Nick, Pancho, and Bud—"He's just an old "bobby-socker."

BRADFORD HAWES

"Hawse Pipe" "Brad"

590 Broad Street, East Weymouth

2/c Electrician's Mate
Rowing Crew

The ability of this chap is beyond dispute—mostly in taking the place of the fog horn in emergencies. . . Noted for his individualism. . . Alarmed all deck officers and cadets by walking away with top honors in one of the sailboat races. . . We often wondered why "Brad" washed gear. . . "Hawsepipe" looks forward to his chosen profession—small craft designing and building.

FREDERICK N. HOLBROOK

"Honey"

24 Vaughan Street, Brockton

1/c Petty Officer

"Holbrook's got the mail" . . . . Gets a big kick out of assuming responsibility and spreading good news. Affable and good-natured, he would give you the shirt off his back. He believes that variety is the spice of love and life, and holds many amorous letters. His classmates will remember his broad grin.

GEORGE G. HOLLAND, JR.

"Joey" "Robin Hood"

11 Elmore Street, Newton Centre

Show on Pilot
1945 "Muster"
Full and By

Anything for a laugh. His frankness has been a constant source of trouble for him. He has a habit of sending empty envelopes and unaddressed letters to his correspondents. Is the writer of the first school song, "Mariners Aweigh", ... "I don't know, Sir."

RICHARD B. HOWLAND

"Hap"

25 Massachusetts Avenue, Walpole

Rowing Crew
Full and By
1945 "Muster"

His face is broken out in a perpetual smile. . .Never is depressed. Is a capable handler of any financial affair. Maintained popularity despite the fact that he blew reveille for three months. Cool in crisis, he is aggressive, and usually gets what he wants.

ROBERT L. HUSBAND

"Huzz"

30 Goden Street, Belmont

2/c Gunners Mate
Football
Baseball
Drill Team
Rifle Team
Dance Committee
1945 "Muster"

Happiest when he is throwing knives or breaking chairs . . . will do anything for someone he likes. He is a fighter, and athlete, and because he is a hard worker, he was usually put in charge of important details. Spent spare time reading good novels, yet maintained good marks. . . One of the first cadets to have demerits canceled because of good behavior.

EDWARD ISENBERG

"Ed"

89 Bellingham Street, Chelsea

Dance Committee
Full and By
Basketball

"But I want to go to sea, Sir!" he said as the officer told him he should have been a lawyer. An excellent dancer, he was known as "Prince of the Playmor" in the days of song and dance. He knows what he wants and argues with poignant illustrations to defend his theories. Has a keen sense of humor and is alert to the lighter side of any situation. . . Never forgets a friend or a favor.

FRANCIS W. JACOBANIS

"Jake" "Rube" "Pedro"

11 Reddy Avenue, Hyde Park

Football
Baseball
Rowing Crew
Drill Team

Reached musical fame by composing "The Safety Valve Serenade"—The Engineers battle hymn—Thereby acquiring the title of the "Song Writing Cossack" . . . One of the infamous three Cabeleros—"Pancho", "Pedro" & "Cisco" . . . has an inbred distaste for cleaning scuppers and an uncontrollable weakness for cowboy music. Jake's athletic ability is surpassed only by his fine scholastic achievements and his future is bright.

HENRY M. JOHNSTON

"Oscar"

28 Canal Street, South Hadley

Company Commander
Rowing Team

"Farm boy makes good!" South Hadley headlines screamed the news that Oscar was the second from the town to enter the armed forces. "Robin the Boy Wonder" . . . recalls farcical fights with the "Batman" in lower 2. Conceals what might be otherwise termed a "cute" physical aspect with a pugilistic and tough exterior which makes him amusing. . . "String the bloke from a yardarm!"

JOHN W. KAPPLES

"Wild Irishman"

60 Victoria Road, Quincy

The "Wild Irishman" often known by just his initial "K" is a good staunch "Republican" and left very little unsaid around election time. A perfect gentlemen at all times and mother of the now famous expression "Can I help it if I've got a temper." One of the intellectuals in the class, there is no doubt in anyone's mind as to John's future. "What's for chow today, Kennel Ration?"

CHARLES D. KELLEY

"Charlie"

514 Highland Avenue, Malden

"Did Reveille go already?" . . . Wears a perpetual boyish grin. . . His stock of flaming red hair indicates his ancestry (and he is proud of it) . . . Liked by all. . . Kept number five compartment supplied with music on our last cruise. . . Could be found in his sack at all times. . . Hopes to continue his education at B.C. . "apres la guerre. . ." Who will ever forget "C.D.'s" pompous "orations" concerning religious beliefs assisted by his colleague, the great "Father Devine". . .

RICHARD W. KENNEDY

"Chopso"

16 Coventry Road, Worcester

1945 "Muster"

A lover of photography, he spent most of his time catching his shipmates unawares and later black-mailing them. . . Constantly asking questions, Chopso has a desire to know everything about everything. Had idiosyncracy of feeling wide awake at taps when his roommates were dead to the world. Though he has "taken" plenty, he is kindly toward underclassmen and will be remembered for his restraint and shyness.

RICHARD V. KEYES

"88" "Mouse"

23 Regina Road, Auburndale

"He's the cutest fellow". . . Titled that by no less an authority than the critical ladies of Regis. . . Enjoyed himself immensely and expensively at the hands of New York's finest tonsorial artists—et tu Gregg? . . . Dick's inability to discern between reveille and the sweet flutes of Morpheus was evidenced by his many weekends spent aboard the "Pilot" . . ."88"—A real classmate and true friend.

KENNETH L. KNISKERN

"Ken"

66 Russell Street, Worcester

Drill Team

Leaped dramatically to fame when he did a swan dive from the forecastle head. He is a master of the impulses, and abstains from nicotine and giggle water. He is considerate and friendly and will lend a willing ear to your problems. . . Athletically inclined, and always in excellent condition. Will be remembered mostly for his ability to read rapid blinker and baffling his classmates by his fluent semaphore.

ANTHONY V. KROCHALIS

"Tony"

10 Sterling Street, Worcester

Sub-Company Commander

Always happy, little is required to please or amuse him. A top student, neat and organized, "Krock" believes in self-discipline. A ready and willing lender, he will lightly admonish the persistent borrower and warn him of the satisfaction of independence.

Easy to get along with, he has a wonderful time on all his liberties . . . was almost made a citizen of Tarrytown-on-the-Hudson.

RICHARD J. LAWLESS

"Bud"

Pembroke Road, Wellesley Farms

Sub-Company Commander
Football
Baseball
Rowing Crew

This congenial host suffered untold agony when twenty-five Cadets and their better halves took over the Lawless ranch for a night of frolic and gaiety . . . his father was by far, much safer in the South Pacific. . . A yachtsman in his own right, Spud found it difficult taking orders from the lovely Larchmont "skipper-ette?" . . . A regular passenger of the Omar Caravan, Bud became quite adept at changing tires. . . Success and fame are yours.

PAUL H. LAWRENCE

"Leroy"

31 Norwood Terrace, Holyoke

Between hectic escapades with his inseparable pal, "the Finger" Leroy has managed to maintain an enviable scholastic record . . The mysterious appearance of a perfect "double" caused a bit of confusion to our industrious officers. . . Has a valuable collection of phone nos. . . . Energetic and ambitious, Paul is not easily stopped.

RICHARD A. LEAHY

"Brou"

50 Halcyon Road, Newton Centre

Sub-Company Commander
Full and By
1945 "Muster"

Can converse intelligently on any subject, and astounded classmates in Marine Law class. First attracted attention by his nervous eyebrow. With a sense of order, he is well-groomed and particular. A lover of good books, he dreams of a huge library of his own. Advocates having the courage of one's convictions, and is ready to defend all his theories. . . "It's all a state of mind."

PHILIP LE MARBRE

"Phil" "The Owl"

32 Pleasant Street, Marlboro

Dance Committee
Rifle Team
Full and By

A pair of Owlish eyes peeping from between two triced-up sacks is the formal announcement that Phil Le Marbre has decided to rouse out. . . Blessed with a weird sense of humor, this lad really enjoys life. . . Always the class mimic, Phil was never content unless he was imitating the "Bitter One" or "Joe Everready" . . Spent half of his waking hours hiding from Mr. Roscoe. . . Phil's ready smile and quick wit will stand by him in good stead.

ROBERT LENNON

"Gumbo"

44 Eleventh Street, Haverhill

1945 "Muster"

Bob is cool and collected before superiors, and easily adapts himself to a new situation. Well-informed on things nautical, he is anxious for experience. During spare time faithfully followed own adaptation of the famed Charles Atlas Course. A lady charmer and chivalrous, he recalls a time on liberty when he was foiled in an attempt to save a passing girl the embarrassment of a social SLIP.

MAURICE F. LEVY

"Moe" "Starboard List"

115 Howland Street, Roxbury

Football
Dance Committee
Show on Pilot

"The Brain" enjoys the distinction of never having been quarantined. . . in this he stands alone. Shocked the Academy when an exact reproduction of himself appeared on the campus . . . his twin brother. A hundred and eighty pounds of rhythm, he bounced to a mean boogie beat in pre-war days. When an underclassman, was publicly lauded for never "cozying off".

GLENN H. LOHNES

"The Brain"

101 Farnham Street, Fall River

Basketball

Glenn is a true gentleman according to any definition of the word. . . His theory on "Critical Pressure" has already become a class legend. . . "The Brain's" many virtues do not, however, prevent him from being "One of the boys" . . Glenn is a member in good standing of the M.M.A. branch of the infamous G.A. Club.

PASQUALE R. LUONGO

"Pat" "Chooch"

39 Elm Street, Medford

Dance Committee

"But it's a great life". . . Man of many nicknames. . . Would give you the shirt off his back, (it was probably yours anyway) . . . Pat always managed to do something wrong when there was an officer around. . . He found a queen in Westchester Sq. . . "Chooch" won fame by being the first in his class to blow a safety valve. . . This genial lad should go far.

THOMAS S. MALCOLM

"Tommy" "TS"

17 Green Street, Wakefield

Rowing Crew
Dance Committee
Drill Team
Show on Pilot

Universally popular, he is a good listener and keeps his opinions of classmates to himself. His tact and understanding will win him as ambassador of good will in his later travels. Thoroughly acquainted with the back roads of the Cape, he recalls "The Chatham Chase", the night of—and wonders. Originator of "Broadway Bill" and "Who's the lucky babe tonight?" Recalls an embarrassing case of mistaken identity on the bridge.

LEON MARON

"Mortimer"

748 Ash Street, Brockton

"Hey you, get this 'Head' cleaned"! . . . A hard worker, he is admired by all for his industry and efficiency . . . Soft-spoken gentle, Mort wishes to harm no one . . . always with a good word of cheer and ready with an extended hand of help. . . Mort's quick mind and ready decisions aided the class on many occasions.

WILLIAM R. MARTIN

"Sparrow"

81 Van Ness Road, Belmont

2/c Petty Officer
Baseball

Quiet, he did not attract attention until it was discovered that he gave all his food away. Has achieved the reputation of being generous, which has never been challenged. Is addicted to pillow fights after taps. One of the better students, he is cultured and practical. Is one of the "Belmont Bums" and vehemently defends his home town; on such occasions he is supported by Murphy and Husband who are neighbors.

ROBERT S. McCARTHY

"Mac"

4 Pickwick Road, Marblehead

2/c Petty Officer
Dance Committee
Drill Team
Show on Pilot

Member of the original "League of Jobbers." With a voice comparable to Sinatra's, Mac sings with an individual personality. Talks of Marblehead Race Week and parties on yachts. . . "Don't worry, I've got money." . . . Makes sure that everyone has a good time. Possesses an excellent disposition; he is considerate and modest.

J. BARRETT McINERNEY

"Mac"

7 Leewood Road, Wellesley

Full and By
1945 "Muster"

Suave and sophisticated, he is a perpetrator of intellectual conversations. Laughs spontaneously and heartily. During these mirthful moments his eyes will disappear and many fear he will meet with disaster on such occasions. Thoughtful, he will tell you if you deserve credit, and be silent when you are wrong. . . "So forth and so on."

DRUMMOND McNAUGHTON

"Mac" "Tank Tops"

72 Harbor View, Winthrop

2/c Petty Officer
Baseball

Even his home address suggests a nautical influence. A master of the handling of small boats, he came to the Academy with a keen interest for seafaring life. . . His training and capabilities have sharpened his interest, and at this point is anxious for experience. Meticulous in his dress, his shoes usually had a patent leather shine to them. One of the original "Local One Twenty Niners" he was quick to add the phrases "Of course" and "Not Very" to his vocabulary.

STEWART W. MILLAR

"Stewie"

35 Oak Street, Newton Upper Falls

A large part of this lad's time was consumed in keeping up with his close associate and near-namesake Al Miller. . . . Being especially adept with the typewriter, "Stewie" was assigned the task of turning out our sealed orders of cleaning stations, watch lists and mess duty. . . Fame will be his if he ever manipulates the valves of life the way he did those of the Evap-flats.

ALLEN P. MILLER, JR.

"Alfy" "A.P."

125 West Elm Avenue, Wollaston

Full and By
1945 Muster

"Here's the latest scuttlebutt, fellas. "The nerve center of the grapevine, Al is said to know all official orders before they are even on paper. . . A keen sense of humor accentuated by a pair of sparkling eyes mark this popular lad. . . is an apt student and always maintained a high study average. He will long be remembered for his now-famous chant: "More liberty for strikers!" May you reach your goal, Al.

EDWARD MORIN

"Ed"

162 North Street, Ludlow

Drill Team

Capable and hard working, he is happiest when busy. His appetite is rarely satisfied and will stoop to all forms of beggary. Will be remembered for his classic rendition of "She'll be Comin' Round the Mountain" with a little bit of the Marine Hymn included. He has no airs, and simplicity and sincerity are his outstanding qualities. With a twinkle in his eye, he is ever ready with a cheery greeting. . . "Anybody got an old cookie?". . . "I hate girls."

JAMES A. MORRIS, JR.

"Jimmy" "The Brow"

59 Franklin Street, Lynn

Rowing Crew

"Watch out for Jimmy Valentine, for Jimmy is a pal of mine." Jim Morris—the class seaman . . . Prowler of lower five. . . the engineer's boast for stroke on any rowing team. . . Capable student. . .Faithful to the nightly exercises. . . "The Brow" of the "Black Gang". . . A true friend to all.

JAMES V. MURPHY

"Murph"

16 Iroquis Road, Arlington

Rifle Team
Drill Team
Rowing Crew
Dance Committee

"Sixteen months before the mast", would be a possible title for Murph's account of his MMA days. Constantly faced with restrictions sufficient enough to make him bitter, he grew to be more appreciative of the little things of life, such as cigarettes and six hours of sleep a night. A tower of strength and a clear thinker, he should be successful as a leader.

"Got any gaspers, Jasper?"

DONALD C. NESMITH

"Nezzy"

1156 Main Street, Brockton

This ear guy is well-versed, sociable and popular. He is a keen observer and has a subtle sense of humor. His room-mates will remember the constant flow of stories that came from his sack in Room 21, after taps. With an exceptionally good record, his interest and aptitude will carry him far. . . "But I might get demerits!"

JOHN F. NICOLL

"Nick" "Pete"

69 Summer Street, Andover

Rifle Team

Carefree and cheerful, "Nick" could always be relied on for a laugh. . . We know where the nomen "Pete" came from, but there are others who would like to. . . Proud to be a midshipman, "his tears flow like wine," if the rank is belittled by anyone. . . Nick is one of the most popular men in his class because of his lighthearted ways and fun loving personality. . . Moreover he has a brain and knows how to use it.

THOMAS K. O'CONNOR

"Oakie" "T.K."

8 Ashland Terrace, Roslindale

"Kevin from Heaven"—none other than old "Bedroom Eyes" O'Connor. . . Regular member of the back-row in Steam class. . . T. K. is very meticulous concerning his curly hair. . . His debut to the fireroom, complete with sun glasses and the ever-present pocket comb, caused a sensation. . . We feel sure T. K. will be as successful in life as it is said he is in "affaires d'amour".

ANTHONY R. O'MALLEY

"Codman"

144 Spencer Street, Dorchester

2/c Petty Officer

Six foot two and eyes of blue. Is liked by everyone for his pleasing personality and good nature. Cannot hold a grudge, despite an Irish temper. He is a hard worker, shows up at all musters, and is a connoisseur of ship construction. "Cod" is fair and square, and is quick to detect sham and deceit. . . "Go get a report slip. You guys ootta learn."

JERE C. PAGE, JR.

"Bambi"

106 Narragansett Road, Quincy

"Cheez, there's a cat in my sack". . . Chow line commando . . . a good student . . . amateur yachtsman in the happier days. . . Well known and liked by all. . . Jere will be missed. . . Bobby Ryan's "deerest friend" . . . He has proved to all his ability to take it.

GEORGE W. ROOD, JR.

"Ribbons"

436 E. Resenbam, Mexico City, Mexico

1 c Petty Officer
Full and By

"Ribbons"—the inmates of the "Casbar" will never forget his elaborate coronation, honored by the presence of their masters—the first classmen. . . Take it from Osborne and Rood on anything concerning Marine Engineering—a steam shark. . . From "Down Bucket" to "South of the Border" promises to be quite an adventure in the near future for the Mariner grown wary of the Paleface. . .

ROBERT T. ROSS

Fosgate Road, Hudson

Football

"If yer ever in a jam, here I am." Speaking of jam, Bob will probably choose his ship according to the condition of the food. Has a one track mind. . . Was the first in the class to be pinioned by the arms of romance, announcing his engagement in March. His laughter will long be remembered by us all.

PAUL J. RYAN

"Agent"

101 Antrim Street, Cambridge

Football
Dance Committee

Usually laughing, he is an example of the song, "When Irish Eyes Are Smiling". Friendly, he is constantly aware of the humorous side of a situation. . . the originator of 'job talk'.

Recalls a night of liberty in Chatham and laughs. . . or are those tears running down his cheeks? Paul will well remember the New York sky line as it looks through a port hole.

ROBERT J. RYAN

"Bing" "Robbie"

359 Boylston Street, Brookline

This is not the Bob Ryan of "Tender Comrade" fame—Attention, girls of Scranton! . . . His laugh-provoking mannerisms have made him one of our favorites. . . Remember the fateful day that Robby succeeded in securing steam to the auxiliaries and we all thought the Pilot was "conking out" for good—Blackout, a la Ryan! . . . Was once said to resemble Crosby—and He'll never let you forget it.

WILLIAM SANTOS

"Pancho"

20 Dieke Street, Ludlow

2/c Electrician's Mate

"Santos honey, I'm waiting". . . From the hills of Ludlow came this gay cabellero, minus his spurs and sombrero. . . Most accomplished "socker" player in the class (prior to his first pair of "CPI" shoes) . . . Bill's maturity and sage counsel was a guiding factor during our early Casbarian days and nights. . . We feel sure that "Pancho" will soon feel as much at home on the high seas as we found him to be on a polished dance floor.

FRED H. SCHLEICHER

"Sly"

44 Bailey Road, Somerville

Battalion Adjutant

The only thing "Sly" about Fred is his nickname. . . He has proven himself an excellent B.A. . . . If there is anything you want to know about Fords, ask this boy. . . He has one of Henry's originals. . "Don't Fence Me In" must have been written by someone who has ridden with him. . . A good student and a conscientious worker, Fred is headed for success. It is a fact that if Fred is doing it, it will be a good job well done.

RICHARD A. STACY

"Stace"

12 Simpson Terrace, Newtonville

Sub-Company Commander
Dance Committee
Drill Team

Exceptionally well-groomed, conscientious and capable, "Stace" is excellent officer material. Self-disciplined, he has broken the habit of smoking, and sips beer moderately. Fastidiously obeys rules and is a good student. Races around in a canary-colored Ford, and is noted for the beautiful women he dates.

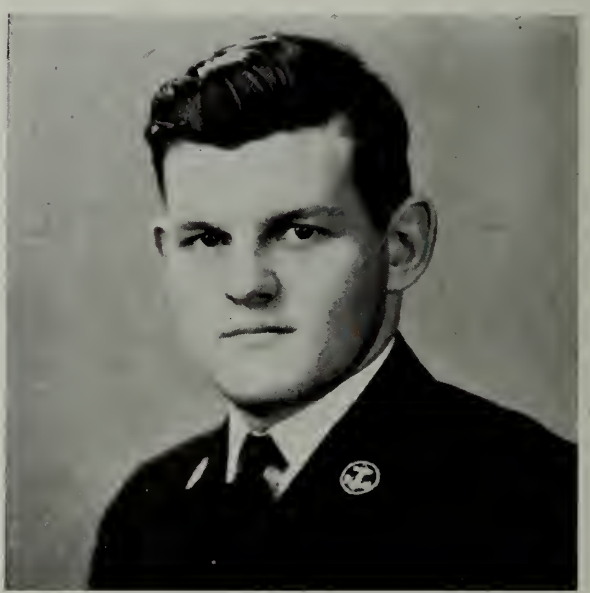
RICHARD H. SWAN

"Swanno"

One Channing Place, Cambridge

Sub-Company Commander
Rowing Crew

With a knowledge of things nautical he tells tales of Gloucester fishing schooners and trawlers. Assured of an amusing story, act or saying, faces light up when he approaches. . . Has a habit of talking with anyone who may have some information to impart or something interesting to relate. . . Always cheery and ready with a "Good Morning". . . His Victory hair-cut cost him a liberty in New York.



ALBERT G. TIERNEY

"Gerry" "Guns"

Seven Dorset Road, Waban

2/c Gunners Mate
Drill Team
Rifle Team

Introducing Gerry Tierney—the only Stilson-slinger in the class who can make a salinity test dangerous. . . This amateur arsonist and mayhem-creator has a natural talent for dismantling anything that moves. . . His interest in gunnery later earned him his rate. . . A one-girl man and lover of small craft. "Guns" has the stuff to make good.

HERBERT E. THOMPSON

"Tommie"

55 Grove Street, Plainville

"When in N. Y. you can reach me at the Dixie". . . Another operator of a menace to the highways and byways of the Commonwealth. . . Is easily insulted by remarks such as "Keep the tires and build a car around them". . . Tommie's flare for engineering and anything mechanical has saved him from the hard job of picking a field for the future, as his mentality qualifies him for any endeavor.

EARL B. TRACY

"Trace"

207 Middlesex Street, Andover

Rowing Crew
Full and By

We will remember him as always cheerful and friendly. While having his appendix extracted during an unusually long sick leave, he also lost his heart. Accused many times of having a brother "Dick", he smiles and says, "No relation". Cannot honestly claim more than three trips, between Boston and Hyannis, in which his Ford did not experience at least one flat.

"My aching back".

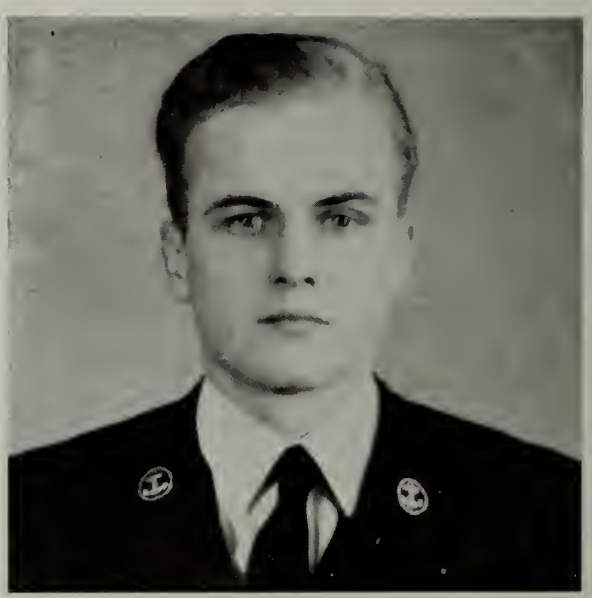
SAMUEL G. WAUGH

"Sam"

18 William Street, Andover

Drill Team
Show on Pilot
Full and By

Possesses an irresistible charm, a contagious smile. . . Has the phone number of every girls' school in New England. . . how many hearts have you broken, Sam? Constantly talks of Governor Dummer, where he captained soccer team. Has amazing equanimity, and has never been observed to "fly off the handle". . . has never been accused of bragging and is a good listener. . . "Know any more cute tricks?" "Do I hear tears?" "And to think they shot Lincoln'".



DAVID WHEELER

"The Face" "Boris"

Simon Willard Road, Concord

1945 "Muster'

Ambition, perseverance and an amicable nature of great elasticity, these make up his greatest virtues. . . Amateur photographer. . . Owns the most elaborate set of text books in his class. . . Plans a long career at sea. . . "Boris' " host of friends all acclaim him. "A fine fellow, well met".

JOHN J. WILBAND

"Mick" "Sod" "Leg"

26 Crescent Avenue, Melrose

From Sodburn to Legband; from the foretruck to the keelson. . . you could expect to find him anywhere, though you rarely would. A lover of nails and juice, and things of an artistic nature. This is exemplified by his paying a month's pay to witness a cinema. His warm personality will long be remembered by us, his classmates.

RICHARD F. WILCOX

"Turtle"

273 Highland Street, Fall River

Sub-Company Commander
Baseball
Drill Team
Rifle Team
Show on Pilot
Dance Committee
1945 "Muster"

Versatile, he does a little bit of everything. Inevitably good for chuckles, his exophthalmic eyes are usually smiling. First attracted attention when he drove to Hyannis in a Model-A Ford which he affectionately calls "Lizzy", a gal packed with plenty of personality and with a character, steadfast and reliable. Is never depressed and complains in a pleasant manner. Will be remembered longest for his success as an entertainer in a show on board ship.

AND SO . . .

ON THROUGH THE YEARS

The state of Massachusetts, since its founding back in the days of the early colonists, has looked to the sea for its livelihood. Originally, when the first settlers arrived and settled along the shoreline of this state, they depended upon the commerce of the sea for manufactured products, farm animals, and many of the materials necessary in the establishment of their settlements, as well as a good share of their food. It was by transportation over water that they received these vital necessities in huge shipments from the mother country.

The feature that originally attracted them to the shores of the Bay State was its natural harbors. Slowly these people established a self-supporting colony through hard work and industry. They braved the wilds of this new land and painstakingly built homes, farms, and founded small industries. With every passing year they imported less, until finally the greater part of their imports were simply luxury items. This meant only one thing: the colonists were producing on such a scale that they were well able to take care of their own needs. As production increased they sought an outlet for their excess goods, materials, and foodstuffs. They found this outlet in exporting. So once again the sea played a major role in their pattern of life, and once more water transportation became a very important factor in their basic economy.

As a result, the people developed their commerce, entered into shipbuilding, and laid a firm basis for future prosperity. Many men decided upon the sea for a career, and they transported the manufactured goods and raw materials of this state throughout the world. These men, and men like them, have been carrying on our commerce, and thereby protecting our basic economy to the present day. To these men the state largely owes its development and progress through the years.

In 1874 an act designed to encourage the establishment of nautical training schools at various ports along our Atlantic and Pacific coasts was passed by Congress. This act authorized financial aid of twenty-five thousand dollars annually to any nautical school established under certain stated conditions in these various ports, including Boston. The act also provided for the Secretary of Navy to lend to each of these schools a Naval ship suitable for training purposes, complete with the personnel and equipment necessary for the ship's operation. This assistance could be obtained by a request from the governor of the state in which the school was located, and under this act the City of New York established its nautical school in 1876. Pennsylvania followed soon after, but has not been run continuously since then.

The State of Massachusetts decided to take advantage of the act in 1891. The people realized the importance of the Merchant Marine to their state, and the number of their men engaged in it. Here was an opportunity to assure their youth

who chose the sea as a career, and education that would enable them to attain the highest positions in this field. In June of 1891 the General Court of Massachusetts passed an act to establish a nautical school and authorized the governor to appoint three commissioners to administer the affairs of the school. This the governor did in August, 1892.

In October of 1892 the commissioners received the first school ship from the Navy Department, the USS ENTERPRISE, a wooden bark, rigged and built in the Portsmouth Navy Yard, New Hampshire, in 1873. The Navy Department staffed the ship with a full complement of officers who were assigned the duty of operating the ship and instructing the cadets.

The first class of cadets boarded the ship in April, 1893. They started their education immediately, and engaged in cruises along the Atlantic coast until July of the same year, when they started their first foreign cruise. This voyage carried the cadets to Europe. The European cruise has been an annual event since that time except when war prevented it.

The cadets spent the entire two years of the course on board ship with the exception of their vacation periods. They studied in classrooms and slept in hammocks secured to the overhead on the mess deck. They gained a knowledge of nautical subjects by constant exposure to them. In the classrooms they studied the theoretical side of navigation, seamanship, and the practices of the sea, and then they merely stepped out on deck and faced the practical. Similarly, the engineering cadets met the theoretical side of engineering in the classroom and met the practical below decks in the engine room.

In 1909 the ENTERPRISE was declared unseaworthy and the Navy Department replaced her with the RANGER. The new ship was a barkentine, iron hulled, and when not under sail was driven by a low pressure engine.

In 1918 the RANGER was renamed the NANTUCKET by the Navy Department, as it was desired to give the former name to a new cruiser. A year later, 1919, the nautical school, which was formerly an independent activity, was placed under the State Department of Education.

The following years were routine for the school ship until 1932 when she was remodeled into a bark rig. Though the sailing ship had lost its place as a training vessel in most of the other nautical schools and similar institutions, Massachusetts retained the NANTUCKET. The officials of the school realized the value of the training received by cadets under sail, and felt that it compensated for its few disadvantages. Cadets trained under sail learned quickly the necessity of forehandedness and self-reliance, and gained an outstanding knowledge of weather and seamanship. Until 1941 the nautical school offered a two-year course. A change of curricula had been proposed and finally went into effect that year. Shortly after the change was made, we were attacked at Pearl Harbor, and the government shortened the course to sixteen months, and requested that the school increase its enrollment to two hundred midshipmen.

The old NANTUCKET was not large enough to accommodate the increased enrollment; this presented a problem. Another awkward feature was that the ship was restricted to Boston Harbor due to the submarine menace. The only solution that could be found for the situation was the establishment of a shore base, which was not too unpleasant, since the officials had long before felt the need of a land base in order to carry on in an efficient manner required by the world of today. As a result, the search for a land base started, and the government took over the training ship, later turning it over to the Federal Academy under the new name EMERY RICE.

The officers and cadets of the old school ship went from the NANTUCKET to the training ship KEYSTONE STATE, belonging to the Pennsylvania Maritime Academy, for their Spring Cruise. In

the meantime, the Commissioners of the school decided upon the Hyannis State Teachers College for the new land base. The consent of the Department of Education was obtained and the dormitories were vacated in order to accommodate the midshipmen on their return from Pennsylvania. Arrangements were made, however, for the students of the college and the faculty to continue to use the classroom building, which they did until August of 1944.

In July of 1942 the officers and cadets arrived in Hyannis. At first it seemed an immpossible task to accommodate one hundred and eighteen men in quarters intended for sixty students. This was not the worst point of the situation, but rather the fact that they were to expand the enrollment to two hundred. It required hard work and earnest effort to accommodate all of the cadets. In all of the rooms two tiers of bunks, with three bunks to a tier, were set up. Still there was not enough room, so they finally converted summer buildings on the grounds into permanent quarters where they housed the remaining men and ship's company.

The Academy as it is today is truly an accomplishment of the officers and cadets. They planned and worked together to convert an inadequate and unsuitable group of buildings into an efficient and well-organized Maritime Academy.

The Academy shares the facilities of the training ship AMERICAN PILOT with the New York State and Maine Maritime Academies for its training cruise on Long Island Sound. The PILOT, a Hog Islander, was built in 1919 for The United States Shipping Board, and christened the SHAUME. She never sailed as a merchant ship because the completion of the war brought about a lull in ship production. Upon her completion in 1921 she went directly to the Navy and was re-christened the USS PROCYON and saw active duty as a flag ship and training-force commander.

In the Fall of 1931 she was put out of commission and lent to the New York State Maritime Academy under the name USS EMPIRE STATE. At this time she was remodeled as a training ship and used by New York for cruises to Europe and various ports in the Atlantic area.

In March of 1942 she was taken over by the Maritime Commission and was called the USMSTS EMPIRE STATE. She went to Florida and was used by the commission to train new enrollees stationed in Tampico and St. Petersburg, Florida.

In December, 1942, she was returned to New York as the USMSTS AMERICAN PILOT. She has been used by the New York, Maine and Massachusetts Maritime Academies for the training of future Maritime and Naval officers, and has not left the confines of the Sound since her return.

CLASS LOG

On the 20th of January, 1944, at 0800, eighty-seven bewildered young men loaded with baggage boarded the Hyannis-bound "express" at Boston's South Station. They arrived at 1100 in the Hub of the Cape, groped their way up Main Street via Liggett's, and entered the hallowed portals of MMA. Heads popped out of windows on the First, Second, and Third Cadets Decks warning them to go back, but their new existence had begun; there was no turning back now. Presently, as the "Beacon" appeared on the gangway to muster us, a voice piped up from the ranks, "Whea do we-all report fo' active duty?"—Room 13, and boy, was it active!!

After being issued our C.P.I.'s we quickly became acquainted with the adage, "If it's too big it'll shrink; if it's too small it'll stretch." We found the Casbar, and Eddy of Sagamore—not Hedy of Ecstacy—greeted us. We loved it and waited to see the feature. Following a good "square" meal in the mess hall, we spent the remainder of the afternoon stenciling new gear and ducking flying shrapnel. No drill as yet.

The days flew into weeks and we were all now full-fledged midshipmen with a full month's service of the most active "inactive" duty that any of us had to date experienced. Classes, drill, practical seamanship (in some cases with tooth brushes—that went to our heads)

occupied our time. Liberty in civvies and learning our function—we had thus far survived four weeks of air raids, hurricanes, various types of inspections, and were well on our way. . .

Tempus fugited, and we dismantled an army camp to the tune of snowballs; hauled our new thirty-five-ton deisel to the tune of "Young Man!" and prepared for our June Cruise to the tune of "Just wait." March saw the Third Class depart for New York and we were gradually becoming acquainted with the characters of MMA's largest class. .

"Crashdive" Canfield frequently took his "Squalus" to unheard-of depths in First Aid Classes, and "Hand Grenade" LeMarbre gave lectures on eliminating recoil when shooting. Fashion expert Holland set the style with Shinola socks while Arabia's contribution to Hyannis sold dates and prayer rugs at his oasis in the Casbar.

In May the First Class graduated, and we trotted about the drill field with Springfields for the benefit of John Q. Public, the grads' friends and relatives. As a matter of fact, it was for the benefit of everyone else except us. We marched, served mess, etc., but we didn't gripe—not very much!

Now, as Fourth Classmen, we were definitely becoming more than slaves, and our eyes turned toward a five-day leave prior to our being transferred to a three-month tour of duty on Long Island Sound. . .

New York! We arrived replete with seabags (not mermaids, mind you) and gazed with mixed emotions on the finely constructed U S M T S AMERICAN PILOT.

A hundred and one misadventures punctuated our stay in the Bronx. Liberty in New York alone produced a gross of casualties plus the fact that we were continually having trouble with the representatives of Local 086, Amalgamated Brotherhood of Americans, naturalized and native bus drivers.

The famed inspections of the "Terror of Tampico" who did the job from head to foot, toenail to hair follicle, will live in infamy. These weekly events, coupled with his lucid and very quiet rowing instructions served to pass the time of day, and then, after the sun went down the "upper jobs" really went out of their way to entertain us. Who'll ever forget the amazing tricks the Brothers of the Ball performed—with our cooperation, of course.

About this time the Fourth Class Brain Trust produced our prized posession, which will undoubtedly influence the mother tongue of our fair nation. Of course, I am not referring to "job talk" or anything like that! This jargon has startled more than one unsuspecting individual and it is surprising how many people look at you in that certain way as they back away slowly, and reach for their rods!

The summer wore on. Near the end

of August all classes signed a temporary truce in order to combine the talents of all in our super-extravaganza, the musical comedy of all musical comedies, "Obone Natoshka" complete with an all-star cast, lavish costumes, elaborate sets and staging. Captain Bassett's presence produced an added incentive for perfection. The curtain went up with Maestro Holland at the piano and "Monster", the "Baron" Pidgeon, beating his brains out trying to find someone to pay the rent. Alf Cuniff rendered his tear-jerking ballad, "You are my Sunshine." If you think it isn't tear-jerking, listen to the "Lodger" give out sometime! "Bruce" Attaya, God's gift to the fellas, produced many a sigh as he sidled through his act, "Slip the Girtle to Me, Myrtle." After the remaining acts, M. C. Harrington closed the proceedings; all hands retired to the mess deck for butts and gum on the house. With all it was a momentous occasion.

August 31 we headed back to Hyannis and eight days' leave. We were Third Classmen, now, with a group of "Young Men" awaiting our return. . . at 1500 acquaintances were made. We had returned.

Mess duty saw Third and Fourth Classmen dealing out the Mauro Massacre with the ease and dexterity of long months of service. The scullery reverberated to the tune of "From the Decks of an Old Hog Islander." The

young men all got those "Wait 'till we rate" looks. They waited. . . .

September to December alternately dragged and flew by. Certain idividuals interested in aerodynamics tested some of their theories with a stuffed bird. . . . it didn't fly.

Another select group from the inner sanctum spent a good deal of their free time on plans for a gala event that eventually emerged as an Armistice Eve Dance. They deserve much credit and plenty of thanks. Their individuality and ingenuity was also worthy of note. The impartations of a bevy of girls from the outside world was really appreciated by those concerned. Ask Dick Howland . . . Congrat and thanks again, Ed, Moe, and Willy!

December saw us really doff the ball and chain—that is—all but a few links. We unsquared our hats, and that was the extent of out rating. A certain Bat. C. O. frequently got quite upset over our antics and occasionally someone still tries to find out "Who threw that nail?"

When that class left in January we really dropped those last few links. Of course we were much too busy studying for our finals to worry about the new class coming in. As a result "P.J." and "Sod" rather amazed the boys recounting the tale of the morning scullery sink and the disillusionment of certain new cadets. For further information you may refer to those two astute individuals.

As First Classmen we made short work of destroying the remains of our predecessors' regimes and started right in renovating our institution. A certain section of C.P.O. Quarters replaced what we lost on the First, Second, and Third Cadet Decks, leaving us quite a

bit behind in our work, instead of ahead.

The first of March we picked up our socks, dropped our locks (on those sea chests) and once again entrained for the Pilot. During the following three months we continued to get the most out of our existence as First Classmen, but perhaps with a more sober outlook. Textbooks were cracked more frequently than those dime novels and it was a toss-up whether Rules of the Road or the weaker sex and their doings was the more important in our eyes. . . .

Presently we shall set out on the course for which we have been so long preparing, and however rough the going, we are sure the men of our class will give an honorable account of themselves when the last watch is over and the Skipper reads the logbook of our lives.

It is our most sincere and ardent hope that he will find us worthy to share His Haven; that for each and everyone of the Class of June, 1945, the Log will read "Regular watch routine carried out."

"The Brow," O.O.W.

The evil men do lives after them,
the good is oft enterred in their bones. . ."
(Shakespeare)

COULD WE EVER FORGET—

January 20, 1944.
Young Man's function.
C.P.I.'s—Charlie Parker Issue.
"Whea do ah report fo' active duty?!"
"All Fourth Classmen report to the boat deck immediately. . . ."
Parties in Lower Two.
"It's a dark and dirty night!"
Hurricane call——shift to oilskins at 2400.
Two infamous First Classmen, often referred to as the B-B.
George Holland's adaption of the latest Vogue fashion of painted stockings.
The best dance ever run by Academy midshipmen—our class.
"Get the number of that truck!"
J. V. Murphy stealing the Captain's ice cream.
"Job" talk with its intricacies: "You'd be crazy to. . ."
"Leg" Wilbrand and "Alfie" Cunniff paying $65 to see a movie.
"Pat" Luongo throwing away $25 at the toss of a knife.
"Smoky" Dan making the Dean's list.
"Calling Dr. Young!"** WOOSH!
The stuffed eagle that couldn't fly from a top-story window.
"Crashdive" Canfield—"Take 'er down to 60!"
Permission to smoke.
"Oyster" Swan's Victory haircut.
"Have 25 books of matches around your neck!"
"Omar" Attaya, Lt. (j.g.) USNR—Captain of the Head.
Brad Hawes' "Canary" voice.
"Turtle" Wilcox not living up to his name.
Bill Martin returning from liberty on time.
Bob Lennon rising at reveille every morning.
"Do you want to be restricted?"
"All I know is tankers."
"Don't quote me on this, but. . . .
April 12, 1945—shocking news of the President's death.
"Massachusetts liberty party shift to go ashore!"
Return from liberty——my aching back!
"And so forth and so on"—Barret McInerney.
"Chopso" Kennedy taking pictures.
WIMS! WIMS! WIMS!
The building constructed by the Extra Duty squad.
The hurricane in September '44.
"You old gin block, you!"

"Now you take the rotor case studs; those are, you know, the male ends."
"Hmp! The bottom of the sea is lined with third mates like you."
Bob Husband—restricted kid.
It's a bird! It's a plane! It's Nesmith!!
"Freaky" DeVico, our expert shoe polisher.
Ed Morin—Just call me Alnav!
Sam Waugh feeding the rats his vitamin pills.
Who are the passengers on a training ship?
Moe Levy: "This is the best hotel I've stopped at for a long time."
"I've got those running boat blues."
Bob Ross serious about married life—one of the few.
"No! Not very much!"
Drapeau and his involved love affairs.
Did you know that a man from Chelsea invented the third rail? Ask Ed Isenberg.
Are you going to Hampton Beach, Bob Ryan?
"Knock off work, light smoking lamp, all cadets wash!"
"Gimme another cup of milk!"
"Hey you! Square that hat!"
"Cozy" Joe Boudreau. For eight months we didn't even know he was a classmate of ours.
"86!"
How about our stronger sex while taking our first shots?
Joe Gully and Dick Looney joining the Marines.
John Warner's prodigy—Dick Stacy.
"Horizontal" Conway—the only man ever vaccinated by a phonograph needle.
"Windy" LeMarbre playing hide-and-seek with Mr. Roscoe for 16 months.
"Chow Hound" Page going through the mess line three or four times each meal.
The "Salts" in the class who have tattooed anchors.
Merchant Seaman Paul Lawrence.
"Field Marshall" Gott to the Fireroom!
Seagoing cowboy—Jacobanis.
Tierney and O'Connor almost coming to blows.
No brotherly love in the Foglia family!
Pugilistic combat with the First and Second Class on the second cadet deck.
Fred Schleicher at the mast.
The gravel bag fights in room 11.
Standing the seam after taps.
Hyannis—den of iniquity!
Flash! "Zebra" Cunningham changed his scivvies without breaking his arms.
"This is a drill! Man overboard on the port side."
"Heads Up."
"Watch the English."
"Les Aitken without his Norbys."
The Navy physical, May 4th.

"It is by no means enough that an officer of the navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be as well a gentleman of liberal education, refined manners, punctilious courtesy and the nicest sense of personal honor."

John Paul Jones

ACTIVITIES...

RICHARD N. BOULTER
Battalion Commander

FRED H. SCHLEICHER
Battalion Adjutant

BATTALION OFFICERS

Company 1

Company Commander—H. Johnston
Sub-Comany Comdr.—R. L. Lawless
1st Petty Officer—R. S. Gregg
2nd Petty Officer—D. McNaughton

Company 2

Company Commander—T. F. Daly
Sub-Company Comdr.—R. F. Wilcox
1st Petty Officer—J. O. Attaya
2nd Petty Officer—R. S. McCharty

Company 3

Company Commander—E. H. Clark
Sub-Company Comdr.—R. H. Swan
1st Petty Officer—G. W. Rood
2nd Petty Officer—R. B. Clune

Company 4

Company Commander—R. A. Forsey
Sub-Company Comdr.—A. V. Krochalis
1st Petty Officer—F. N. Holbrook
2nd Petty Officer—W. R. Martin

Company 5

Company Commander—P. J. Cunningham
Sub-Company Comdr.—R. A. Stacy
1st Petty Officer—J. O. DerBogosian
2nd Petty Officer—A. H. O'Malley

Company 6

Company Commander—E. G. Burlingham
Sub-Company Comdr.—R. A. Leahy
1st Petty Officer—W. Coutanche
2nd Petty Officer—L. D. Aitken

RIFLE TEAM

When thinking of rifle teams one usually associates them with shooting matches, bulls eyes, and trophies. This, however, is not true of our rifle team at the Academy. The team itself is composed of a small group of cadets who found in its activities a diversion from regimentation and routine.

Though limited in many respects, we managed to do considerable firing with the old standard Army 30-06. In years to come we will remember those long open rides, during late fall, to the range at Camp Edwards; how scores suffered from numb fingers and shivering muscles. Then at noon lunch the upperclassmen could be noted, gathered about the pot-bellied stove in the little shack we used, absorbing all the heat possible for the return trip.

When the weather became too cold for outdoor firing we resorted to the small 22 cal., firing them on the indoor range at the Academy. It was there, under the expert supervision of Lieutenant "Guns" Martin, that we strove for higher degrees of accuracy.

The rifle team being organized but a short time, will soon take its place among the more popular and interesting activities at the Academy.

RIFLE TEAM

Front Row, left to right—R. F. Wilcox, R. L. Husband, Lieut. D. R. Martin (coach), L. D. Aitken, R. N. Boulter.

Back Row—A. G. Tierney, P. LeMarbre, R. M. Scudder, R. A. Simon, R. B. Clune, A. G. Blatt, R. N. Lord, E. G. Burlingham.

DRILL TEAM

Before a considerable gathering at the May 1944 graduation, the Academy's first drill team made its debut. Accompanied by the Coast Guard Band, they went through a series of well-executed maneuvers, entertaining graduation guests. After weeks of constant drilling demanding concentration from each individual, the team had finally became a highly coordinated unit.

Climaxing a series of successful appearances, the team was asked to participate in a Navy Day celebration at the Hyannis Navy Auxiliary Air Base. Performing before high Navy officials and other distinguished guests on a cold November day, the team won new laurels for itself and the Academy.

DRILL TEAM

Front Row, left to right—R. A. Stacy, E. C. Morin, R. F. Wilcox, R. S. McCarthy, S. G. Waugh, F. W. Jacobanis, R. A. Forsey.

Back Row—J. V. Murphy, R. N. Boulter, R. L. Husband, A. G. Tierney, Lieut. J. E. Elliot (coach), R. E. Blinn, T. S. Malcom, K. L. Kniskern, E. G. Burlingham.

ARMISTICE EVE DANCE

It was a dark and dirty night for any occasion excepting perhaps a murder. Though the Hyannis countryside was well drenched, the weather didn't seem to dampen the festivities under-way. We are referring, of course, to the Armistice Eve Dance which took place at the Academy.

In spite of the fact that two weeks of preparation were all that were allowed to complete the necessary arrangements, a finer bit of entertainment would have been hard to find.

The feminine shortage on Cape Cod was relieved by a bevy of very, very attractive young ladies from LaSalle Junior and Regis Colleges, and though Hyannis in a downpour is not the most attractive hamlet to find yourself in at night, previously self-appointed ''Sir Walter Raleighs,'' commandered all the available automobiles, and saved the night by delivering the perishables to their respective lodgings.

Reservations had been made for dinner to be served at the College Inn, and as good as it was, it was well earned by the girls who had submitted themselves to the ordeal of a ride on the "Boston-Hyannis Exerciser".

A ship's gangway, which had been erected at the entrance to the college building, had to be abandoned because of the inclement weather and uncertain footing. Too bad, it made you check your sea-legs just looking at it.

Some say they swear that they felt the building roll and pitch slightly. Naturally, that is to be discredited as an impossibility—or is it? However, the atmosphere was salty enough to even please a couple of Gloucester critics. The hall was a credit to the men who decorated it. The overhead was draped with fish-net, and backed by blue streamers. The bulkheads were covered with matching blue draperies broken by white life-rings and crossed-rifles. To keep the boys out of the corners, they were heavily armed with 30 calibre machine guns.

An alcove was reserved for officers and their wives, and leather divans served as a place to dock and rest safe from those tropical jitter-bugs that strike the dance floor so frequently, or infrequently, as you care to look at it.

The smoking lounge, hewn bodily from a library with the help of chaise-lounges and rope-bound water breakers serving as tables, proved a popular retreat for those preferring talking to dancing.

Decorations were only excelled by the orchestra, which was a solid aggregation of fifteen, well established behind a

DANCE COMMITTEE

Front row, left to right—F. N. Holbrook, R. F. Wilcox, R. S. McCarthy, Ens. J. E. dePourtales (advisor), E. Isenberg, M. F. Levy, R. N. Boulter.

Back row—J. V. Murphy, E. G. Burlingham, R. L. Husband, R. A. Stacy, W. Coutanche, Jr., J. M. Devine, P. R. Luongo, T. S. Malcom.

large ship's wheel and flanked by port and starboard running lights of red and green respectively. We can thank one of our own men in particular for some of the finest dance music to be had. He is a bass viol masseur of no small ability and demonstrated as such that evening. You all know him.

A light luncheon was served and, from all indications, more than a few of us thought it was excellent.

In a final summary, when the last note had died away, the last straggler had left, and everyone had time to think it over, to a man, the Academy was immensely pleased. As an officer was heard to say, "It was very fine. We should have more like it." This is an excellent suggestion.

FULL AND BY

As every organization has its periodical, so the Massachusetts Maritime Academy publishes monthly the "Full and By".

The principle objective of our publication is to bring forth quips, short stories, and articles of news, designed for the interest of the midshipmen, as well as our alumni now to be found in every corner of the world, in peace as well as in war.

Close touch is kept with our graduates by our "mail order" department—a page is contained in every issue, telling of their whereabouts and activities—from those who served decades ago aboard the old "Nancy" to those who left us only a few months back.

The present staff offers a vote of gratitude to George Holland, who edited the monthly for the past year. Without those invaluable "fillers" as well as the ever-popular "Pennybuckle" the Full and By would have been a much less enjoyable magazine.

"FULL AND BY" STAFF

Front Row, left to right—R. A. Leahy, S. G. Waugh, W. C. Conway, G. G. Holland, Editor; R. B. Howland, J. P. Cunningham, J. O. Attaya.

Back Row—Lieut. C. R. McMullen (advisor), R D. Kokins, W. R. Martin, Jr., J. B. McInerney, E. Isenberg, L. Gilson, D. F. White, T. A. Pelosi, W. S. Rudin.

SHOW ON PILOT

SHOW ON THE "PILOT"

Front Row, left to right—Lieut. J. E. Elliot (advisor), M. F. Levy, R. F. Wilcox, R. B. Clune, G. G. Holland.
Back Row—J. O. Attaya, W. Coutanche, Jr., R. S. McCarthy, S. G. Waugh, R. L. Cunniff, J. P. Cunningham.

Our first cruise aboard the AMERICAN PILOT will never be forgotten for reasons too numerous to mention—the most outstanding of these was the musical comedy "Obone Natoshka"—translation—"love is —like a sack of potatoes."

The show was staged on the after-well deck, atop No. 4 hatch, for the benefit of the entire complement of officers, midshipmen, and crew. The farce was honored by the presence of Captain C. O. Bassett.

"Obone Natoshka" was acclaimed, by all present, as the best performance ever to be put on aboard the Pilot—it might well be with the assorted talents of Dick Wilcox and cast who, through their untiring efforts, pieced together a show that could run a close second to "Hell's-a-poppin".

We will remember such acts as—"The Light House Keeper"—"Who'll Pay the Rent"—the pantomime of a woman taking a bath by J.O.—Lodger singing his own version of "You Are My Sunshine"—G. G. Holland at the key-board—Sam Waugh as Maxwell and Bob Clune as the unfortunate Young Man—Pat Cunningham was there someplace but no one knows just where—and our beloved quartet with Bill Countanche, Bob McCarthy, Moe Levy and Dick Wilcox.

By the way—do did pay the rent?

JOHN O. ATTAYA
Editor

ROGER M. CUNNIFF
Advertising Manager

1945 MUSTER STAFF

Associate Editors	Richard N. Boulter Joseph P. Cunningham
Feature Editors	J. Barrett McInerney Robert L. Husband Robert Lennon E. Gordon Burlingham Richard A. Leahy Richard Wilcox
Business Manager	Richard B. Howland
Biographies	George G. Holland Robert S. Gregg
Photo Editors	Richard W. Kennedy David Wheeler
Sports Editor	William C. Conway

FOOTBALL

First Row, left to right—Festa, Xenakis, Place, McNamara (captain), Noone, Marrocco, Hill.

Second row—Wrightson (asst. publicity mgr.), Murphy, Derderian, Davis, Lieut. Comdr. Ellis (faculty mgr.), Boulter, Dagianis, Kokins, Conway (publicity mgr.).

Third row—Ryan (asst. mgr.), Attaya (manager), Cressy, Cokkinias, Gale, Lawless, Furnans, Anderson, Crowell, White, Pidgeon (cadet coach), Riley, Asst. (cadet coach).

For the first time in the annals of MMA, the cadets were represented on the gridiron by a formidable football team. During their brief season they distinguished themselves for their exceptional spirit and unquestionable ability.

They split even in two contests, as they subdued the favored Philips Exeter Academy 13-12, and were defeated by the New London Sub Base, one of the strongest teams in the East, 13-0, at New London.

The squad, which possessed one of the seasons outstanding lines, averaged over 185 pounds per man. It was managed under the capable guidance of Lieut. Comdr. Ellis..

Hard-tackling Dick Boulter and halfback "Bud" Lawless were key men in the sucess of our initial representatives on the gridiron.

ROWING CREW

The present graduating class is proud to claim the title of MMA's champion boat crew. During their first cruise as lower classmen, they distinguished themselves by defeating the First, Second, and Third classes, respectively, in competition on Long Island Sound. They handled the Monomy-type boats, and were ably coxswained by Tom Malcolm.

On their Senior cruise, members of the crew found little opposition in their few contests, for they acted mainly as instructors of life boat crews in the art of rowing.

ROWING CREW

Front Row, left to right—T. S. Malcolm, H. Johnston, R. H. Swan, J. O. Attaya.

Back Row—R. N. Boulter, R. B. Howland, J. V. Murphy, L. D. Aitken, J. P. Cunningham.

BASKETBALL TEAM

BASKETBALL

Front row, left to right—E. D. Galligan, G. L. Lohnes, E. Isenberg, R. S. Gregg.

Back row—W. C. Conway, M. A. Marrocco, D. F. White, W. S. Rudin, J. B. O'Neil, L. Gilson, H. L. Kravit.

Despite the lack of a home practice court, the basketball team representing the Aacdemy made a creditable record for it self during the season of 1944-45, making numerous visits to Camp Edwards' spacious gym to play Army units, and the strong Navy outfit from Otis Field. During the latter part of the season they travelled to Philips Andover, and were nosed out, 40-33 by a team which later proved to be the best prep school team in the state.

Enthusiastic Lieut. Comdr. Connors guided the outfit during the brief schedule, and much of the credit for the team's success was due to the efforts of Glenn Lohnes, Dan Galligan, Ed Isenberg, and Bob Gregg.

If our armory is constructed according to the present plan we may look forward to still better results on the basketball court.

BASEBALL TEAM

In the spring of 1944, MMA fielded a baseball team which made a formidable record for themselves by defeating numerous service teams in the vicinity of the Cape. Aided by the strong batting combination of Bob Husband and Bill Martin, a fine infield was developed. Among the heavy men at the plate were Pat Cunningham and Dick Lawless.

While on their training cruise the cadets enjoyed interclass competition at the Fort Schuyler Field, under the auspices of Comdr. Keating.

BASEBALL

Front row, left to right—R. L. Husband, J. P. Cunningham, R. J. Lawless, F. W. Jacobanis, W. R. Martin.
Back row—R. L. Kauserud, M. A. Marrocco, J. E. Coyne, J. J. O'Connor, P. F. Powers.

"Mine is not to question why;
Mine is but to do or die.
Mine is not to question how;
Mine is but to do it now."

—Young Man's Creed

YOUNG MAN...

TRIBUTE TO A YOUNG MAN

An underclassman,—former high school boy, college student, fisherman, defense worker, whatever he may have been before —now the determined lad full of hope, ambition, and the courage to make good—his is the greatest burden of all. The transition from normal living to the life of a seafarer is not easy. This stage of indoctrination, as we all know; for we were all young men once —is the time when classmates aid each other if in difficulty, and friendships are made and buddies found, never to be forgotten.

You may not know it, "young man," but these days are the happiest you will have; remember them and smile.

SECOND CLASS MUSTER

Deck

H. B. Anderson
L. Gilson
F. H. Johnson
R. D. Kokins
C. S. Knight
H. L. Kravit
J. L. Maloney
T. F. McKenna, Jr.
N. A. Mirabile
T. B. Muldoon
J. B. O'Neil
R. Pevear
R. C. Pierce
R. M. Scudder
R. A. Simon
E. D. Strand
H. C. Wendler
D. F. White
N. S. Wilder
A. McW. Wolfe

Engine

C. R. Beaulieu
A. G. Blatt
J. E. Coyne
J. Derderian
P. O. Desmarais
F. V. Duffy
J. C. Fisher
A. L. Gerbasi
J. J. Holland, Jr.
M. R. Laro
R. N. Lord
A. J. F. Malinowski
M. A. Marrocco
F. J. Martin
W. G. Nims
T. A. Pelosi, Jr.
W. S. Rudin

THIRD CLASS MUSTER (Deck)

F. P. Bechard
C. R. Brock
J. Cahill
J. E. Cox, Jr.
M. J. Coady
M. N. Cohan
J. M. Crounse
R. F. Collins
P. DeChellis
W. A. Dennett, Jr.
A. G. Edwards
W. C. Flynn
A. S. Garon
M. Gibbons
L. M. Gruber
R. E. Helttula
J. J. Kestenbaum
R. LeR. Kauserud
R. D. Kinnaly
R. J. Klein
W. I. Lipsitz
T. J. Lynn
J. F. McManus
F. A. Missud
R. F. Mizaras
W. R. Morrison
J. B. Nye
W. F. O'Donnell
L. G. Peterson, Jr.
C. L. Pierpont
H. T. Ronan
R. R. Saari
R. Sagansky
R. S. Thompson
S. A. Torrey
R. W. Wallace
L. Weinberg
R. E. West
R. G. West
J. C. Westerberg

H. F. Willis

THIRD CLASS MUSTER (Engine)

P. B. Abrahamson
O. W. Bonnafe, Jr.
C. M. Campbell
J. A. Culver
L. J. Czelusniak
C. M. Dallas
L. J. Fay
J. J. Flaherty, Jr.
C. R. Foglia
B. B. Giorgi
L. L. Gordon
C. J. Higgins
P. A. Johnson
A. W. Kerr
J. G. Lannon, Jr.
R. A. Lucas
L. H. McLean
E. T. McMullen
J. Milne, Jr.
E. O. Minkkinen
H. H. Misakian
M. N. Misogianes
W. G. Parker, Jr.
J. Paulson
I. C. Peterson
F. E. Philips
P. F. Powers
B. C. Puckhaber, Jr.
E. L. Putnam
D. K. Salander
S. G. Shannon
J. F. Sheehan
W. M. Smith
A. M. Villano
E. J. Wall, Jr.
A. H. Walter
L. R. Warren
J. A. Wheble, Jr.

EDITOR'S NOTE

In conclusion the members of the staff and myself would like to say here a few personal words. As to the reception this book will receive—we have worked with the realization that it would be impossible to please everyone, but with the hope that we could accomplish our goal of recording accurately and entertainingly the story of the class of June 1945. In any event we are grateful for the opportunity and experience we have had in trying—experience which will always lend to this book a special tang as we read it in later years.

We wish to express our gratitude to the many people who, through their cooperation and assistance, have made this inaugural issue possible: to our Superintendent for the special privileges so essential in the making of this book; to Lieutenant McMullen, our Faculty Advisor, for his sage, yet reserved, council; to the Staff of the "Eight Bells" for their many literary and photographic contributions; to Mr. Colby for his excellent photography; to the student body for their willingness to cooperate; and finally to our advertisers whose messages on the following pages are commended to your attention.

The Editor

WHEN YOU WANT REAL ACTION

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BRONX, N. Y.

Let's Go To The . . .

COLLEGE INN RESTAURANT

IN THE HEART OF HYANNIS

WHERE DELICIOUS FOOD IS SERVED

★

★

In Her Country's Service

The famous **S. S. America** (*above*), queen of the American Merchant Marine before the war, is serving Uncle Sam as the **U. S. S. West Point,** Navy Transport (*below right*). Some of the war theaters she has seen are listed here.

Arabia
Australia
British West Indies
Canal Zone
Ceylon
Egypt
England
Guadalcanal
Honolulu
India
Milne Bay
Netherlands East Indies
New Zealand
Noumea
Nova Scotia
Singapore
Union of South Africa

U. S. Maritime Commission Photo

After the war a new fleet of fine U. S. Lines ships will continue the traditions of the **America,** the **Manhattan,** and the **Washington** which have been purchased by the government. The new ships, now being planned, will offer the American public the best in travel value and appointments.

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T. Milner
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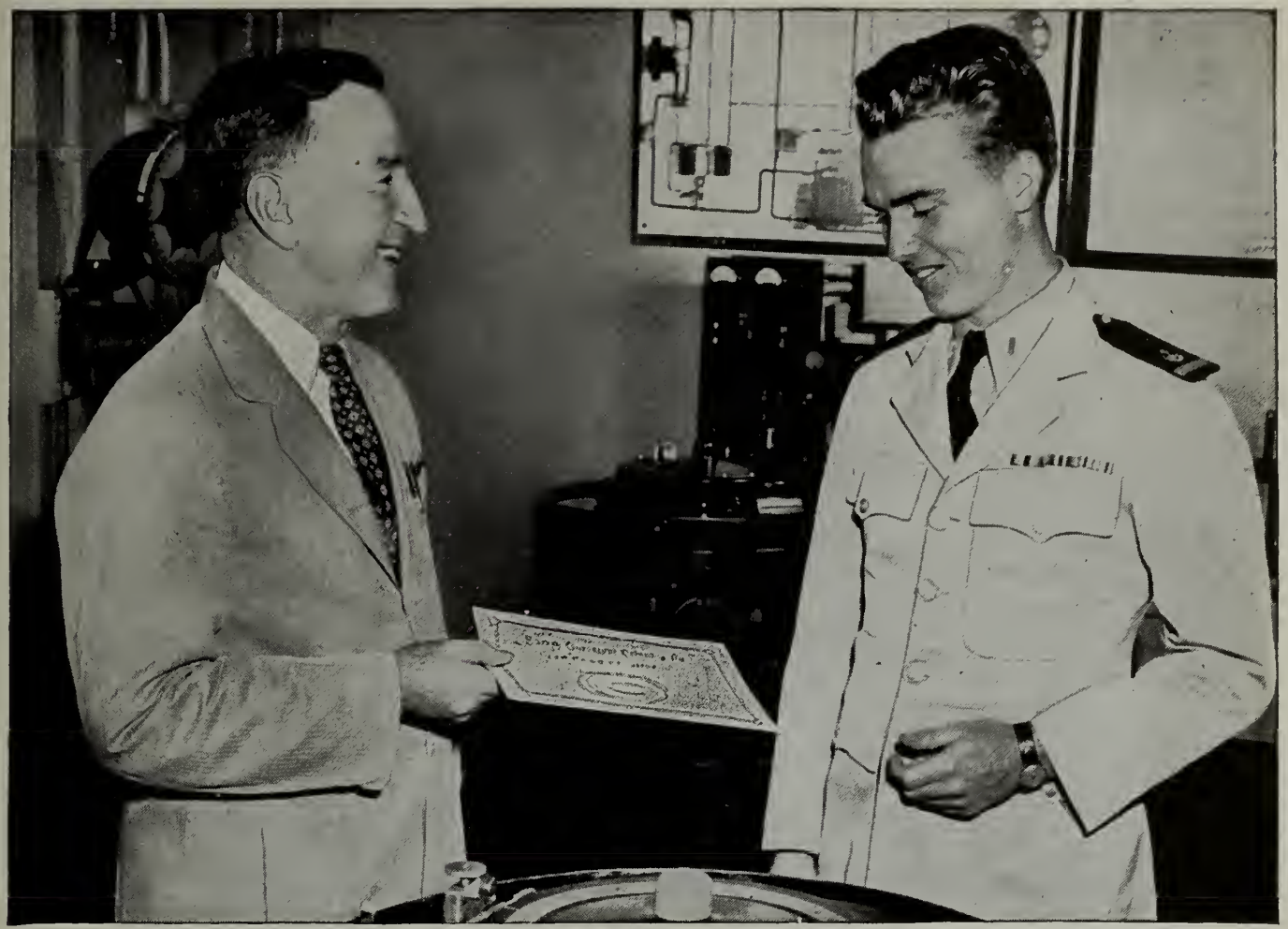

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THE PHOTOGRAPH above will bring back memories to many thousands of men of the sea—

Memories of the days when they, too, attended the Sperry Gyro-Compass School and received their Certificates of Graduation.

In the photograph, John J. Brierly, Director of the Sperry Gyro-Compass School, is presenting Certificate No. 20,000 to Third Officer James B. Kane, of the American-South Africa Line.

Started in 1914 to instruct men in the operating principles, routine care, and maintenance of the Gyro-Compasses which the U.S. Navy had begun to install in ships of the Fleet, the Sperry Gyro-Compass School has been in continuous operation ever since.

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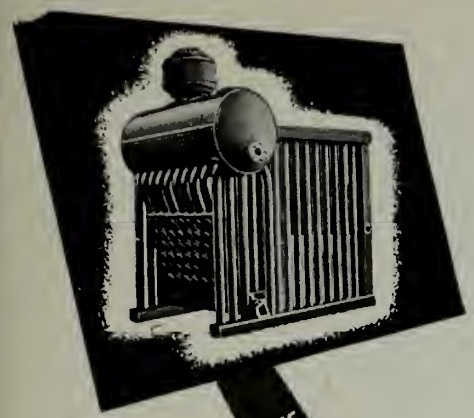

1875
1880
1890
1900
1910
1920
1930
1940

The evolution of B&W marine boilers is the evolution of the water-tube boiler. In 1856 Stephen Wilcox's "natural circulation" design was destined to be the Granddaddy of the foremost marine boiler in the far-distant year of 1944.

The first actual marine boiler was an improvement on the 1856 Wilcox design and was installed in the MUNROE of the U. S. Army Quartermaster's Department, 69 years ago—in 1875. Further improvement in design came in 1889, in a boiler built for the yacht REVERIE.

Ever since these pioneer marine boilers, Babcock & Wilcox has continued to pioneer every important development and improvement found in the marine boilers of today. For example, in 1897, William D. Hoxie, who was then vice president of B&W, patented the boiler that later became widely known and extensively used throughout the world as the Babcock & Wilcox Marine Boiler. An improvement over this design was installed in 1899 in the U. S. cruiser ALERT, and the Liberty Ship boiler of today is an adaptation of the Hoxie design. Incidentally, a Liberty Ship has been named after Mr. Hoxie, as a tribute to his contribution to marine engineering.

During all the years that have followed these early activities, B&W has supplied boilers to both the Navy and the merchant marine. Today Babcock & Wilcox Boilers are found in every type of combat and merchant vessel.

The Babcock & Wilcox Company

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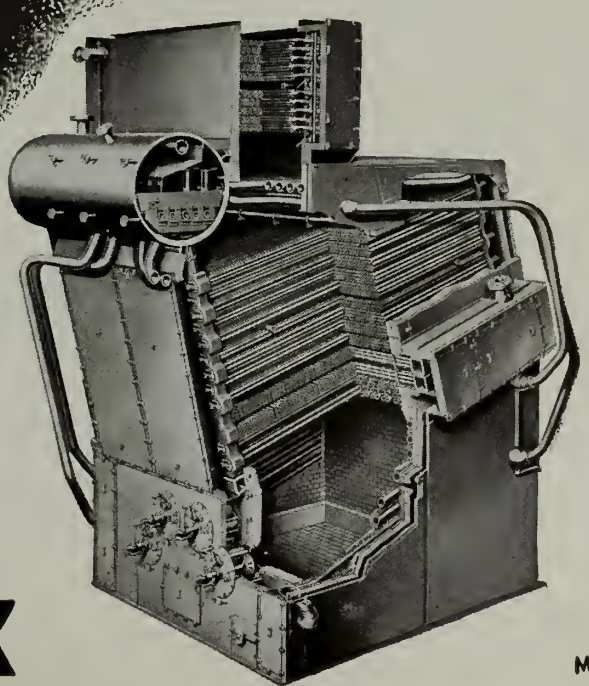

A B&W development of far-reaching importance is the Single-Pass, Header-Type Boiler, illustrated at the right. Units of this general design are supplying steam for all Maritime Commission Victory Ships, of which B&W is building a large number. They are equipped with inter-deck super-heaters, oil burners, stud-tube economizers, and water-cooled furnace side walls of B&W design. Operating pressure is 465 psi; total steam temperature, 750 F.

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TANKER

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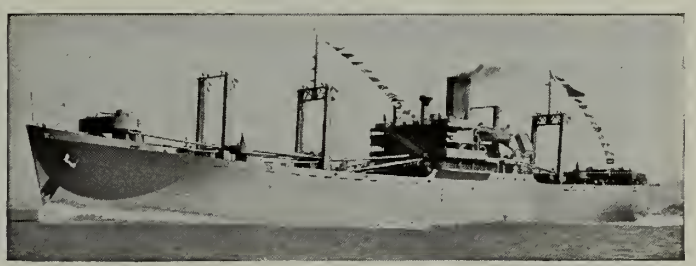
VICTORY SHIP



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This Time . . . Let's Keep Our Merchant Marine

DISGUISE

They took a bathtub, round and fat,
And chipped the paint away.
They put in seats and thereon sat,
And coated it with grey.
They pulled off all the faucets, pipes
And scrubbed the insides clean;
They fitted it with a set of gripes
. . . And called it a Lundin.

AFTERTHOUGHTS OF A LANDLUBBER

I think that I shall never see
A sight so ugly as the sea . . .
The sea whose motions make me sick,
Whose weedy spray I had to lick . . .
Whose mocking wave crests seem to say,
"Don't you feel well? Won't you play?"
The sea which tossed me like a leaf
To winds of woe for further grief . . .
And so I laugh at signs I see,
Which read, "You bet I'm going back to sea!"

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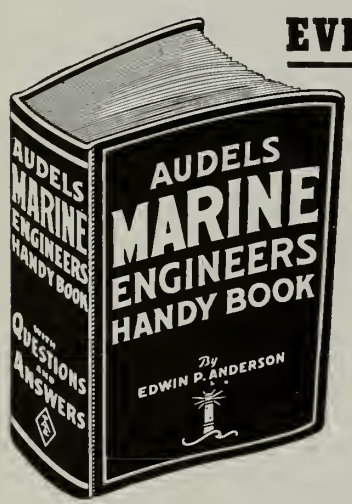

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